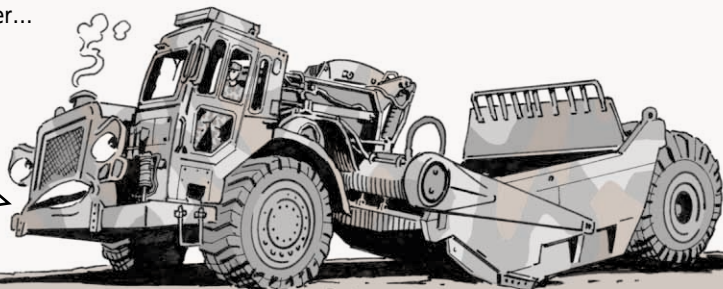


HEY,  
BUB!  
YOU  
FORGOT  
TO LUBE  
MY FAN  
FITTINGS!



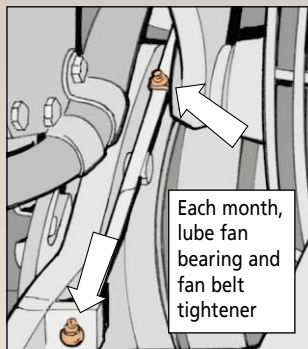
## Don't Scrape By on Lube

**T**wo grease fittings that often get missed during scraper services are the ones that lube the fan bearing and fan belt tightener. Both fittings are hard to find unless you reach in—behind the engine's fan blades—and find them.

Without lube, the fan clutch pulley's bearing can seize up. Then the blades stop turning freely, causing the engine and transmission to overheat.

The fan belt tightener puts the right amount of tension on your scraper's fan belts. Without lube, its bearing will also seize up. That means the fan belts come loose. They'll slide or get ripped off the pulley—causing the engine and transmission to overheat. Your construction operations come to a screeching halt.

These two fittings are next to each other. Lube each fitting every month or 250 service hours.



## Drain Rear Air Tank, Too!

**A**fter the day's run, operators, you know to open the manual drain cocks on the 621B scraper's front air tanks near the cab step (curbside).

Opening those drain cocks allows condensation to drain out of the scraper's air brake system. Condensation leads to corrosion and causes slow stops and brake failure.

So don't forget to also open the drain cock on the rear air tank, behind the scraper's bowl. Because of its location, this tank is usually missed.

Finish the job by making sure all drain cocks are closed. Otherwise your scraper can't build up the air pressure it needs to release its brakes.

